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Moral Leadership

I should like to say a few words, and not too many, about the moral aspect of University life. I am aware that when righteousness becomes vociferous it becomes a little dulled, and when it brags about itself it ceases to be righteous.

Nevertheless, we cannot forget that righteousness is our chief concern, in college as out of college. Here as elsewhere, it is to be approached both by direction and by indirection. Consider for a moment some of these approaches:

To awaken the sense of responsibility for coherent thinking, one of the first aims of college teaching, unquestionably has a moral significance.

To arouse an interest in the search for truth, regardless of personal considerations, is a moral achievement. In some lives it means a moral revolution.

To cultivate taste and discrimination—in art and letters, in manners, in hero-worship, in satire—is to assure at least a by-product in morals, a generous by-product in many lives.

To hold fast the convictions that spiritual values are supreme, even in a material world and in a materialistic age, is to gain a moral victory; and to render this conviction prevalent all through a great company of young men and women—is not that of the very essence of university teaching?

Students themselves make the moral atmosphere of student life. Some of the best things I have found in New York University are undergraduate ideals, which spring in part from undergraduate life itself and in part from the mature ideals of the students of other days.

A college is a fellowship of young life with a little leisure for the interplay of mind upon mind before the task-work of life shall begin. Let this fellowship be soundly democratic in that it shall welcome the best without regard to wealth or pedigree, and let a few great teachers take their part in its interchange of thought and aspiration, and the results will reach to the ends of the earth.

In such a college environment spirit comes to its best, and the allegiance of alumni to their alma mater rises into service of the Nation and of humanity.

Emell Ellsworth Brown
Chancellor,
New York University.

No. 27 in a series of informal talks published in these columns every Monday, Wednesday and Friday in the interest of the New York University Endowment Fund, 312 Fifth Avenue, New York City.

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and Improved Service
Expected.

ROADS TO SAVE MILLIONS

U. S. Labor Board Announces
Important Changes to Go
Into Effect Feb. 1.

CHICAGO, Jan. 22.—Abolition of penal overtime payments until after the ninth hour of work, and authorization of "split tricks" instead of compelling overtime payments or two shifts for intermittent work over a span of more than eight hours, are important changes in rules governing railroad clerical and terminal employees, issued by the United States Railroad Labor Board to-night.

The new rules, which become effective February 1, supersede the national agreement made by the Federal Administration with the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, which has been in effect since January 1, 1920. About 300,000 employees are affected. Application of the new split trick rules and elimination of time and one-half pay for the ninth hour are expected to save the railroads millions of dollars, Labor Board statisticians estimating that the amount would reach \$15,000,000 annually. During the rule hearings many roads testified that baggagemen, train announcers and other employees doing intermittent work, many of them young boys or aged men formerly paid \$75 a month, were receiving \$175 to \$200, due to operation of the overtime rule. This overtime will now be eliminated.

Eight Hour Principle Retained.
The eight hour day was retained in principle, however, as were collective bargaining and union recognition. The new rules cover all points in clerical working agreements not covered by rules negotiated between individual roads and their employees.

Time and one-half pay now applies only to the tenth hour of work or thereafter and to hours worked if held on duty more than two hours when called for extra work. Sunday and holiday work will be paid at straight time, except where the railroad agrees to do otherwise.

Reopening of many small railway stations, improvement of service to small towns and on suburban lines are expected to follow the adoption of the new rules. The plan rests with the railroad, but it is possible for the roads to place responsible employees at the smaller stations at all train hours without the expense which they claim now is prohibitive and which has resulted in the closing of many stations and the handing of others over to caretakers and janitors at some hours of the day.

The new rules provide that where actual service is intermittent the hours' actual time on duty within a day's work. When employees actually work more than eight hours within the span or when held longer than twelve hours to perform their work they are to be paid time and one-half for the extra time.

Changes the Old Rule.
Under the old national agreement an employee received overtime pay after expiration of eight hours from the time he first went on duty, although he may have had several hours of idleness due to the fact that there was no train service or other duties to perform.

Charges that employees actually farmed or performed other work for themselves in such intervals have been one of the outstanding features of the criticism leveled at railroad conditions under Federal control. Where all the work at a station due to the arrival and departure of trains only in the morning and evening comes within a span of twelve hours, such an employee under the new rule would work in the morning, be released in the middle of the day for the remainder of the day's work. Under the old rule he was paid overtime for the evening work or two shifts employed, which latter was generally done.

The new rule also will allow the railroads at larger terminals where the arrival and departure of trains is bunched to employ baggagemen, train announcers, gatemen, train and engine crew callers and employees in similar positions on split tricks, instead of having to maintain two shifts.

The new rule leaves the matter of sick leave and vacations for employees up to the men and the managements entirely. Under the national agreement there was no rule securing these advantages for the employees, previous practice being continued.

Complaint Time Extended.
The board extended the time allowed for investigation of complaints of employees claiming to have been unjustly dismissed from service, from seven days to ten days. Under the new rules, periods worked shall be paid for at the pro rata rate. These periods formerly were paid for at time and one-half.

The new rules allow straight time for the daily work period to employees traveling on company boarding cars to assignments away from their regular places, but eliminate the provision for payment of half time between the hours of 10 P. M. and 6 A. M., which was the rule under the national agreement.

Students and apprentices qualifying for specific clerical work or as operators of office machines, such as typewriters and adding machines, are excepted from the terms of the agreement.

**GETS HIS WHISKY PERMIT
FROM MR. HAYNES HIMSELF**

Lieut.-Col. A. J. Gordon Kane, Retired, After an Adventure Aboard a Train, Is Allowed to Take Medicine in Peace.

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau.
Washington, D. C., Jan. 22.
Permits to carry pistols in these turbulent days of train robbery and bandits are not infrequent, but permits to carry liquor in these parched days of Andrew J. Volstead and Wayne B. Wheeler are few and far between. However—Lieut.-Col. A. J. Gordon Kane, retired, possesses such a permit signed by none other than "Prohibition" Commissioner Haynes. It is authority to carry half a pint of whisky—in his hip pocket, in his hand or anywhere else.

Col. Kane obtained the permit a few days ago because of an incident aboard a train between Washington and New York city. It seems that Col. Kane, feeling in need of a drink in the smoking compartment, drew a flask and proceeded to follow his instinct.

The Pullman porter, anxious to prevent a scandal, shook his head. Col. Kane paid no attention.

"You can't take your liquor out in the car," the porter warned; "you've got to be careful."

This aroused the ire of Col. Kane, who held up the flask to full view of everybody.

"I don't care who knows it," he said. "You and the whole railroad can go hang."

By this time the porter ran for the Pullman conductor. The Pullman conductor ran for the train conductor. All the train hands arrived but the engineer and the train.

"I'm a veteran of the civil war," said Col. Kane. "I was wounded in action. I carry the effects yet. I use whisky as medicine. Now I dare the whole lot of you to put me off the train. I'll make it so hot for you that you won't know which way the train is going."

They let Col. Kane take his nip in peace, but the veteran refused to drop the issue. He got a certificate from the Surgeon-General that he needed whisky as a medicine. Upon the basis of this certificate Commissioner Haynes granted the permit to carry the half pint.

Lockwood committee and a scathing criticism of those who would seek to abolish it or terminate its work. The committee, he said, in its preliminary report, will recommend its own continuance, but will let its record speak for itself. There is much work yet to be done; in fact the committee is but little more than half through, and the responsibility of its continuance or termination must rest with the Legislature.

He finished with an equally scathing denunciation of the city administration and its failure to remedy conditions so far as lay within its power. He was particularly severe in his attack on David Hirschfeld, Commissioner of Accounts. He said the Commissioner understood anything about his business and was attempting to do instead of playing cheap politics, squandering \$250,000 a year of the city's money and accomplishing nothing, these frauds on the city would have been impossible. What are the functions of that office anyway?

"A body that is supposed to be in plain to the Mayor of unlawful police interference with and arrests without warrant at a public meeting to discuss birth control. The mayor refers to the Commissioner, who, after a long delay made necessary by nothing in particular, proceeds to investigate, not the subject of birth control, but the subject of a public meeting. Was there ever anything more execrably funny than this clownlike performance?"

Sees City's Business Neglected.
"What right has this man to be wasting our money on such jactant performances or on 'campaign' reforming the city by the way, he knows as much as a sewer rat knows about philosophy? There is no reason why the salary provided to be paid a Commissioner of Accounts should be diverted while the real business of the city is being neglected."

"In the course of the committee's inquiry the fact was disclosed that the city is in the grip of a combination of eight water meter concerns, due to the fact that they are the only ones permitted to install meters in the city. A committee of the Board of Water Meter Company, whose meters are in almost every great city in the country and which has passed the test of our city authorities, is in the grip of a combination of eight water meter concerns. It is meters are 50 per cent. cheaper than others. For years they have vainly tried to get into the city after having passed all the tests. The deal was so 'raw' and so infernal that the meter combine felt something must be done to excuse it. So what do they do but have the accommodating Commissioner of Accounts start a new secret 'investigation'."

"Such is the record of our great 'corporation' sleuth and baiter. If he had been the most intimate secret ally of these corporations—which he is not—he could not have done better service for them than by the misdirected campaign (if it can be dignified by the word 'campaign') he has been conducting."

**S. S. KOENIG AT BALL
SEES FILM OF HIMSELF**
Republican Leader Welcomed by Federal Club.

Samuel S. Koenig, chairman of the New York County Republican Committee, at the Hotel Astor last night, saw himself and Europe at the same time. He was welcomed back to New York. The welcoming was done by the Federal Club, the regular Republican organization of the Sixth Assembly district, which had its annual entertainment and ball, at which Mr. Koenig was the chief guest.

One of the features of the entertainment were motion picture showings. Mr. Koenig disembarked at a European port. Across one end of the Astor ballroom was a great electric sign bidding welcome to Mr. Koenig, and in the center of the design was a large portrait of the chairman, which he received later from the club.

Among the prominent guests were E. M. Morgan, postmaster, and Mr. Assistant, Edward Post, and Judge Otto Rosalesky, Joseph Mulqueen, James J. Delahanty, Isador Wasservogel, Gustav Hartman, William Blau, Morris Koenig, brother of the chairman, and Alexander Brough.

Max H. Shlitsky is president of the club. Abraham J. Grotker was chairman of the arrangements committee. Pastors of the district gave a vaudeville entertainment.

**POLICE BOAT BATTLES
GALE; SAVES VESSEL**
Ships in Massachusetts Bay Surprised by Storm.

BOSTON, Jan. 22.—A sixty mile off shore gale this afternoon caught shipping in Massachusetts Bay unawares and caused many vessels to toss overboard hurriedly every available anchor to avoid being blown out to sea.

A large crowd along the shore south of this city watched the police boat Guardian battle for more than an hour against heavy seas in an endeavor to bring a line about the Provincetown schooner fisherman Bellanca, which, badly battered by the waves and with her crew lashed to the rails, gave up her attempt to enter the harbor unassisted and signaled for help.

The Guardian, once thrown on her beam ends, put three lines aboard the schooner before she made one fast.

ODENBURG, Jan. 22.—Seventy-five passengers aboard the ferryboat Ferdinand, which went aground in the St. Lawrence river here early last evening, were transferred at 2 o'clock this morning to another ferryboat.

After the passengers had been removed twelve of the crew remained aboard. Half an hour later a stern broke, and is still continuing. The ferryboat to-night was pounding on the rocks, and fears were expressed for the safety of the crew.

**LOCKWOOD INQUIRY
FOUGHT IN ASSEMBLY**

Committee Blocked There in Effort to Continue Its Probe Another Year.

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau.
Albany, Jan. 22.
The Lockwood committee may get an extension of time for another year to continue its investigation in New York, but, if so, it will be only after a hard fight. As the situation now rests the committee is blocked in the Assembly.

Senator Lockwood and Samuel Undermyer will have to bring strong pressure on the Assembly to get through the resolution continuing the life of the committee. Surprisingly strong opposition has developed. The pressure on the Assemblymen is coming from powerful interests in New York, including most of the banking and some other corporations, who object to giving Mr. Undermyer a life term as public inquisitor.

Speaker Machold has not filled the vacancy in the committee in place of Edward J. Neary of Queens, Assemblyman George N. Jesse of New York, progressive Republican and regarded as one of the ablest men in the house, has been suggested by the committee to fill the post. So far the Speaker has given no indication that he intends to name him. Machold is regarded as having been in the last year opposed to the committee's indefinite continuance in authority. His present attitude is interpreted by friends of the investigators as unfriendly.

Appeal will be made to Gov. Miller to take a hand on behalf of the committee if the present attitude of the Legislature is maintained. This is the first sign of trouble on the majority side, and the leaders are making haste to iron it out.

There is little trouble over the committee on the Senate side. The majority leaders in the Senate admit frankly they do not relish the idea of letting the committee go on indefinitely. They say its work should have been completed by this time. Also, they have no liking for Mr. Undermyer since he came here last year and practically dared the Legislature to choke off the investigation and kill the committee. But the Senators say it would be bad politics to suppress the inquiry when much remains to be investigated.

It is for these reasons that the opposition to this committee, all springing from the financial district in New York, has concentrated on the Assembly and there the fight will have to be made. Unless the committee and Mr. Undermyer succeed in rousing public sentiment and lining up enough backing to scare off the timid, the resolution will die in the Assembly committee and the investigation will cease.

The committee will not get additional authority. That is almost a certainty. There is no disposition in either house to give Mr. Undermyer new powers to go into the banks and insurance companies. If he had that authority it is believed Mr. Undermyer would jump immediately into an inquiry of Wall Street, and the Legislature has no intention of standing for that.

**EFFORT TO WRECK
BUREAU REVISION**

Strong Fight to Be Made in Congress Against Reorganization Plans.

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau.
Washington, D. C., Jan. 22.
The program for reorganization of the Government departments laid before President Harding by Walter F. Brown, ex-officio chairman of the joint Congressional reorganization committee, will meet opposition in both the Senate and House. This developed to-day as an aftermath of the publication of the general details of the reorganization plan which provides for sweeping rearrangement of the departments and bureaus. The trouble is not so much with the reorganization of the departments as a whole as with details in which personnel is affected. It became known that bureau chiefs and their subordinates as well as certain interests affected by the contemplated changes are preparing to fight through members of the Senate and House, their scheme mainly being to wreck the whole program and leave matters as at present.

In the main the disputes range as follows: Whether prohibition enforcement should be in the hands of the Treasury Department or the Department of Justice; whether the forest service should be in the Department of the Interior or the Department of Agriculture; whether the Bureau of Markets should be in the Department of Agriculture or the Department of Commerce and whether foreign trade promotion should be in the Department of Commerce or the State Department.

It is expected that whatever was President Harding's decision, it is almost a foregone conclusion that members of the Cabinet members cannot be obtained and that the fight will be carried to Congress. So many interests are involved and so large a personnel is affected that there will be no compromise until the last possibility for favorable action is encountered.

Mr. Harding's hope is that he will be able to submit the program to the joint Congressional committee within a week or ten days. The committee almost immediately will begin hearings, using the Administration program as a basis, to determine for itself what changes should be made.

It is developing that the Congressional Committee of three members of the Senate and three of the House intends to be skeptical of the program worked out by Mr. Brown. They fear that Mr. Brown, working with department heads and chiefs of bureaus, has fallen under their influence and has not gone far enough with the reorganization plan. Of course they will not be sure of this until they have seen the charts and other data.

So much delay was encountered by Mr. Brown in working out the scheme that a certain ill feeling has developed among members of the committee. Some felt that they were not consulted sufficiently, and that Mr. Brown went ahead with the scheme without regard to the Senate and the House. It is for this reason that they intend to go into the Brown plan in every detail, satisfying themselves that it is adequate.

Some of the committee believe that

more than \$300,000,000 a year which is the Brown estimate, ought to be saved in the reorganization. With the Government now spending around \$4,000,000,000 a year such a saving is less than 8 per cent. Some believe it will be possible to save at least \$500,000,000 a year if the reorganization is complete.

The first fight will be in the committee; the second will be on the floor of the Senate and House. Those most familiar with the situation predict that it will be many weeks before there is definite action.

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